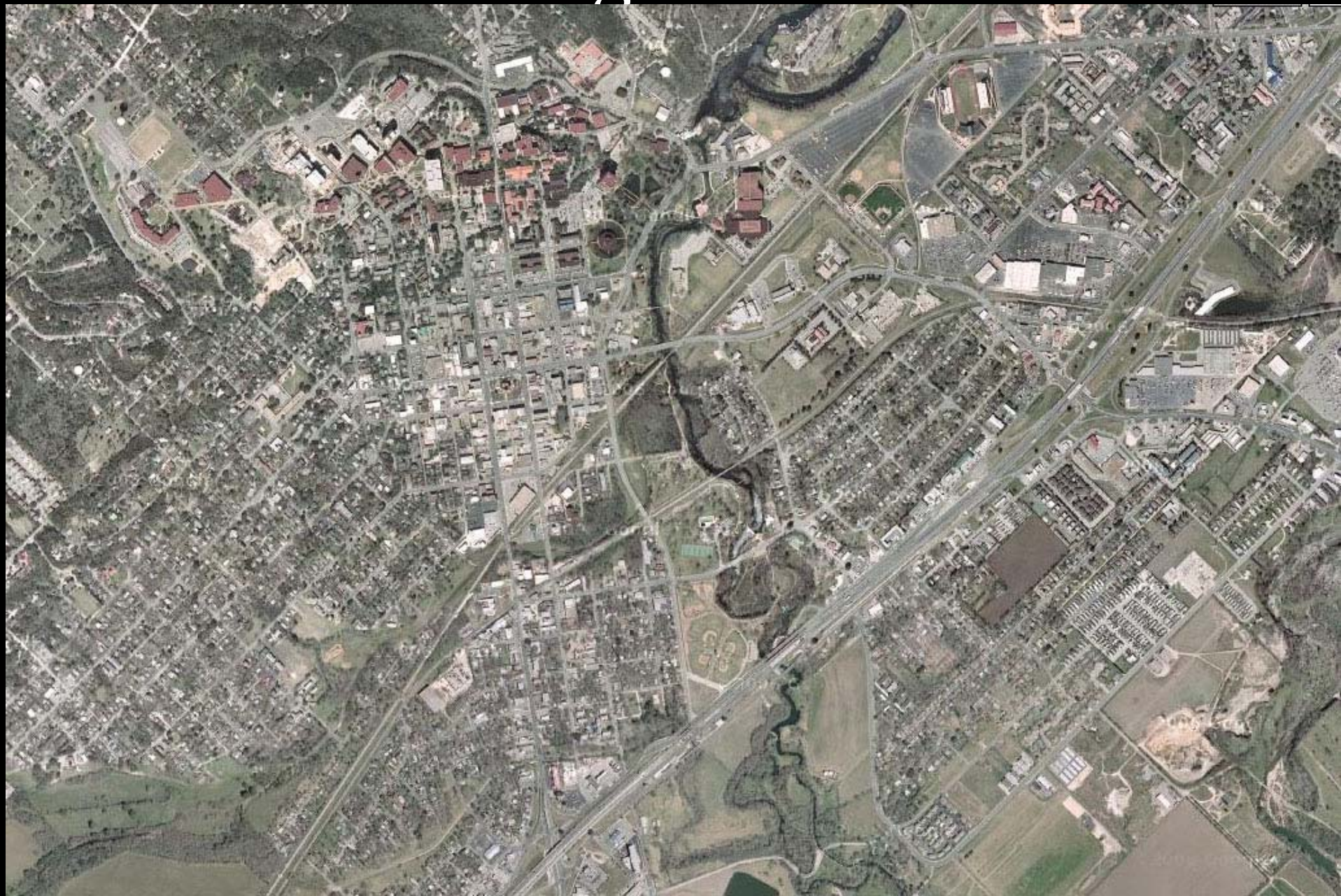
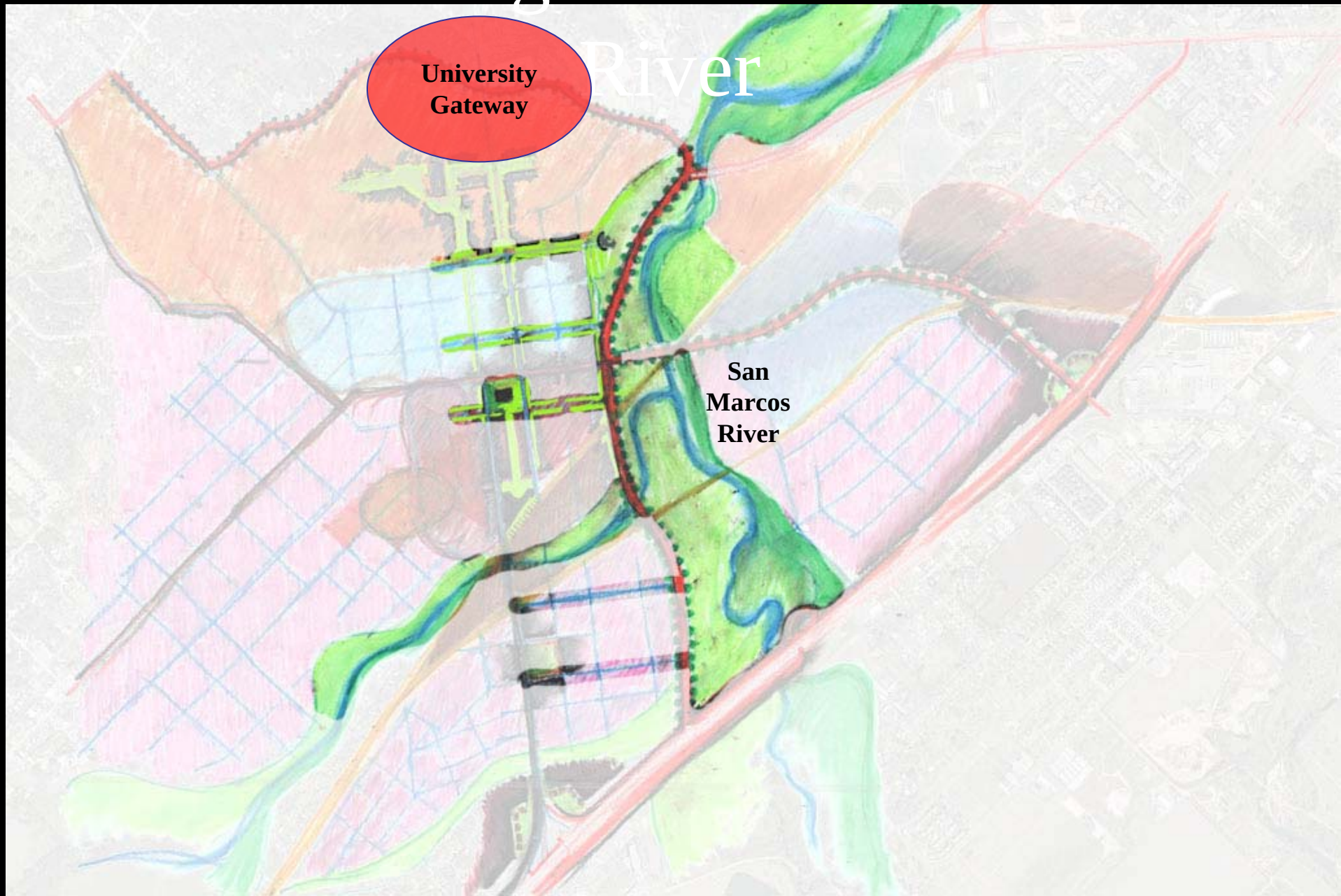
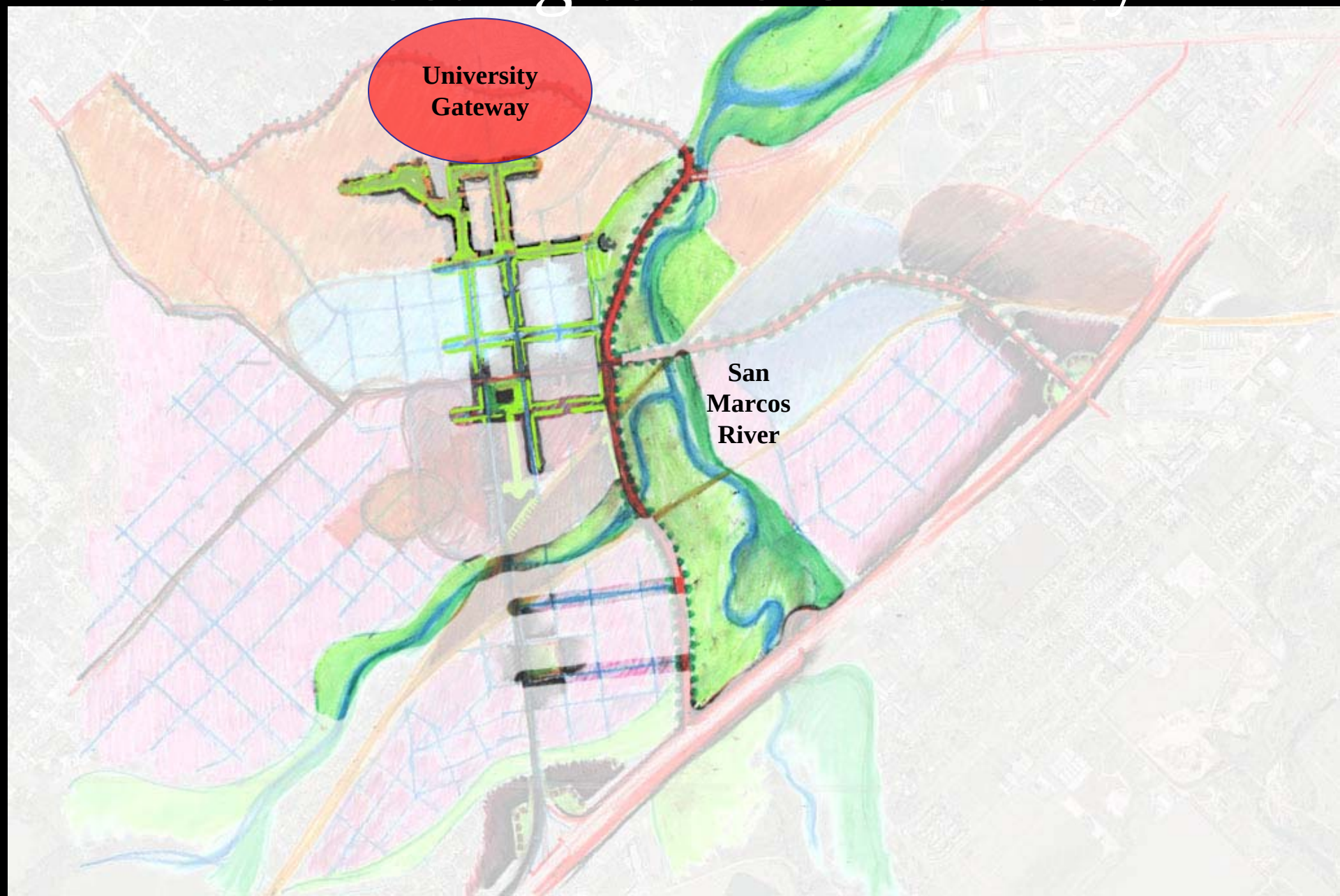
Big Ideas



Connecting to the San Marcos River

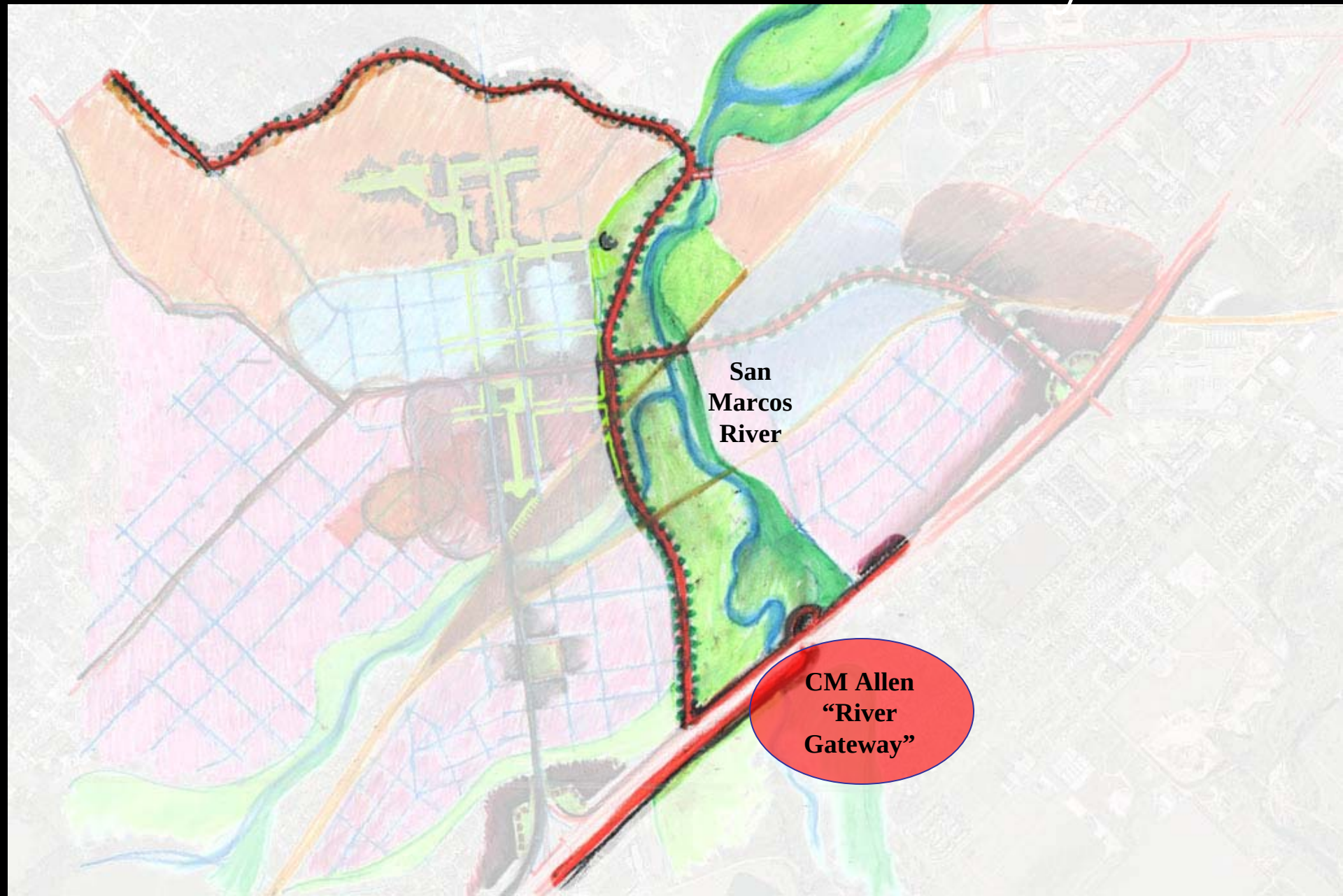


Connecting to the University

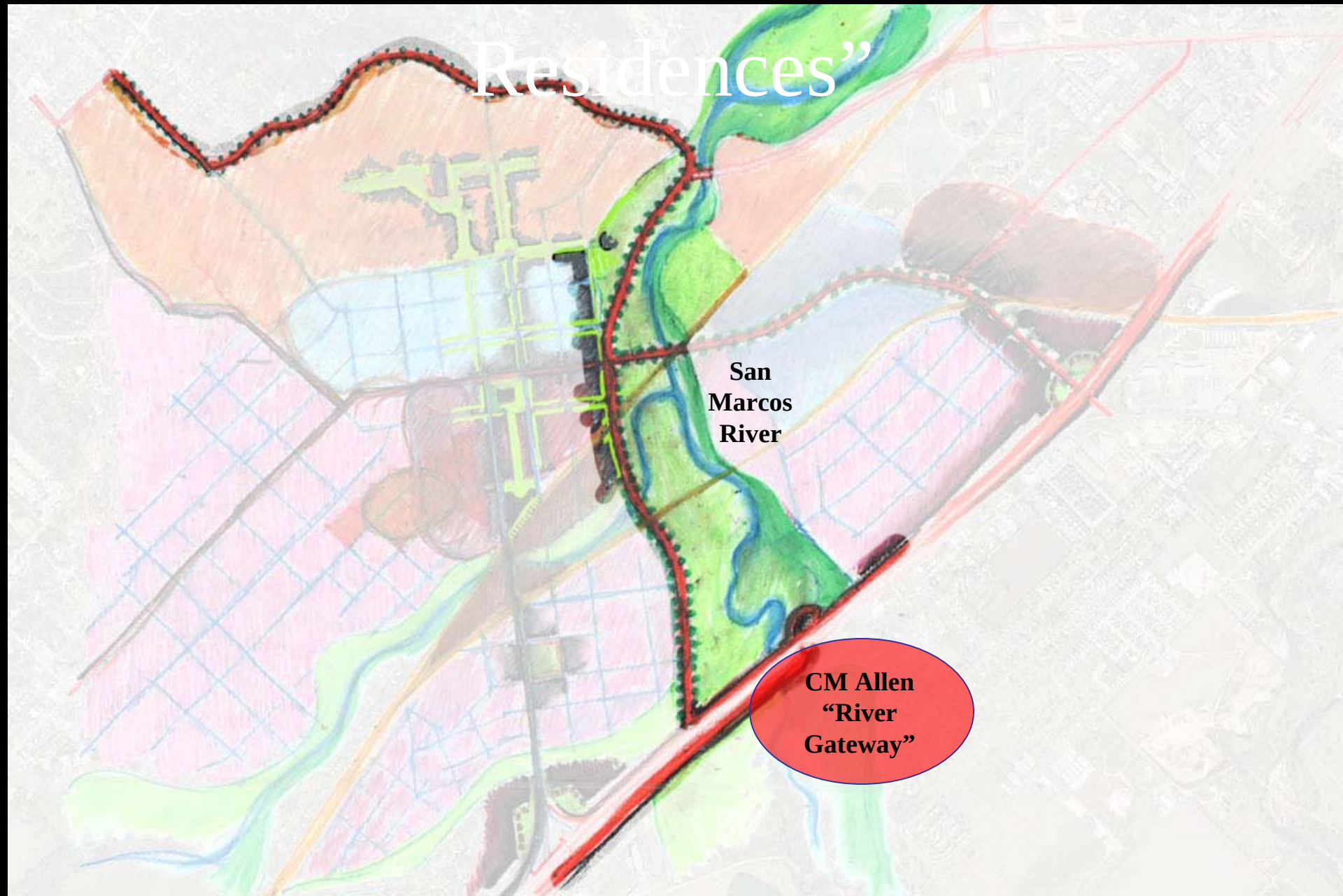


CM Allen “River Gateway”

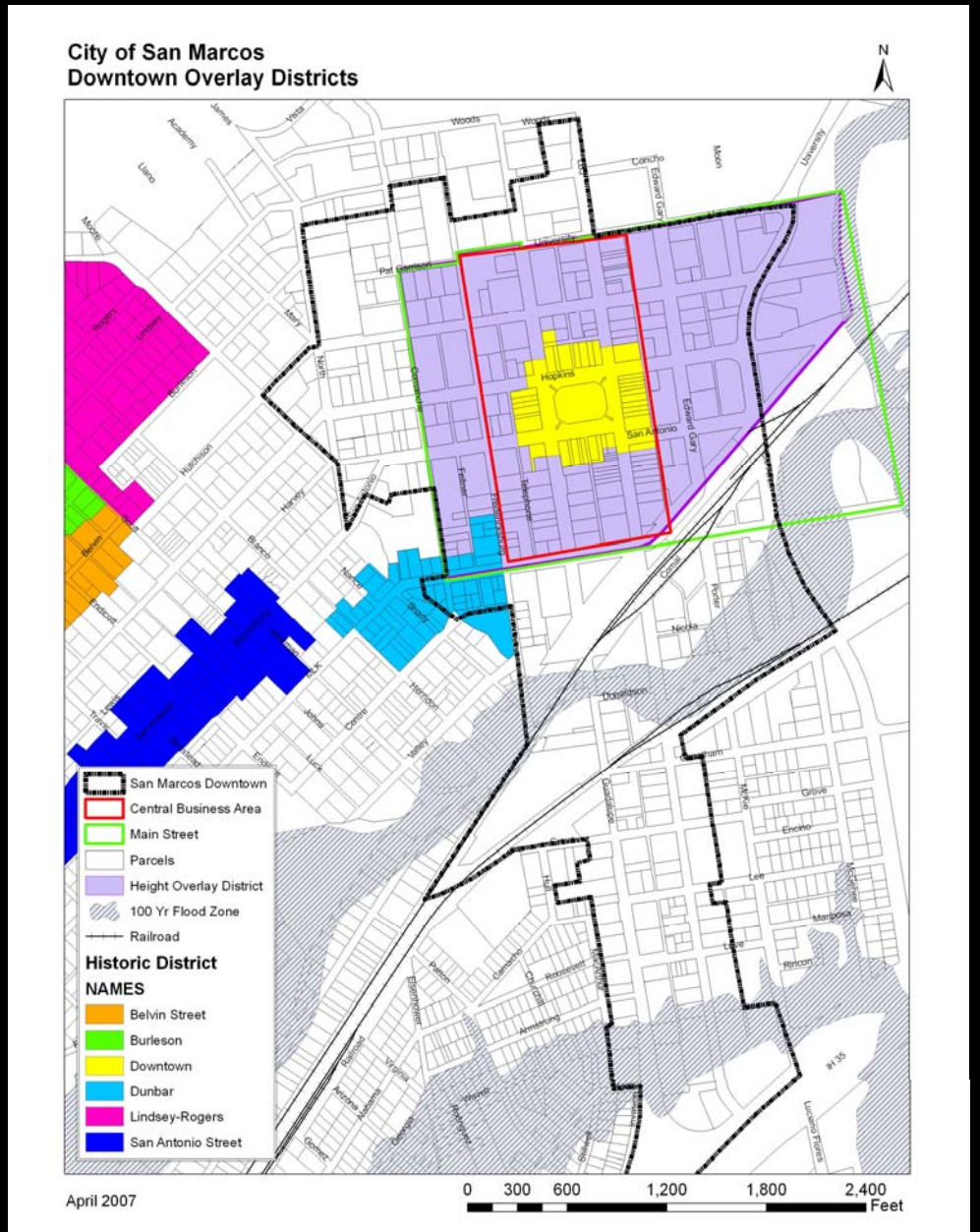
CM Allen “River Parkway”



CM Allen “River View Residences”



Height Restrictions



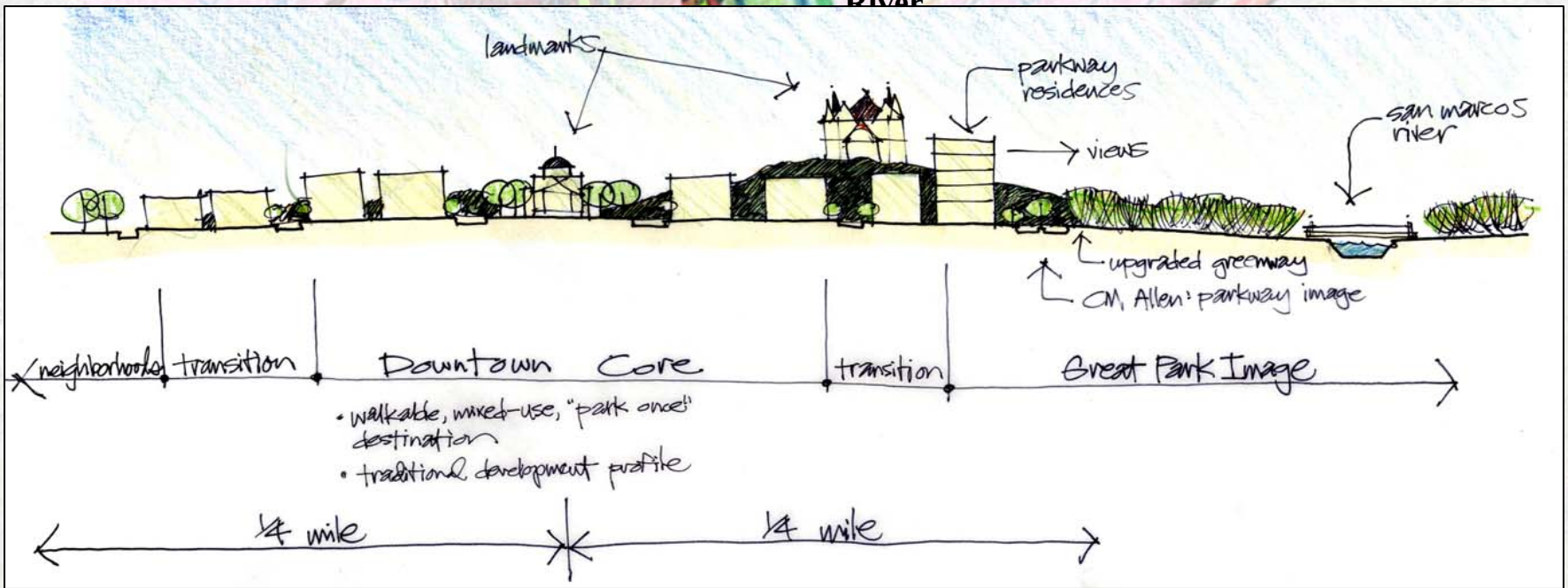
Height Restrictions

Is 45 ft. still appropriate?

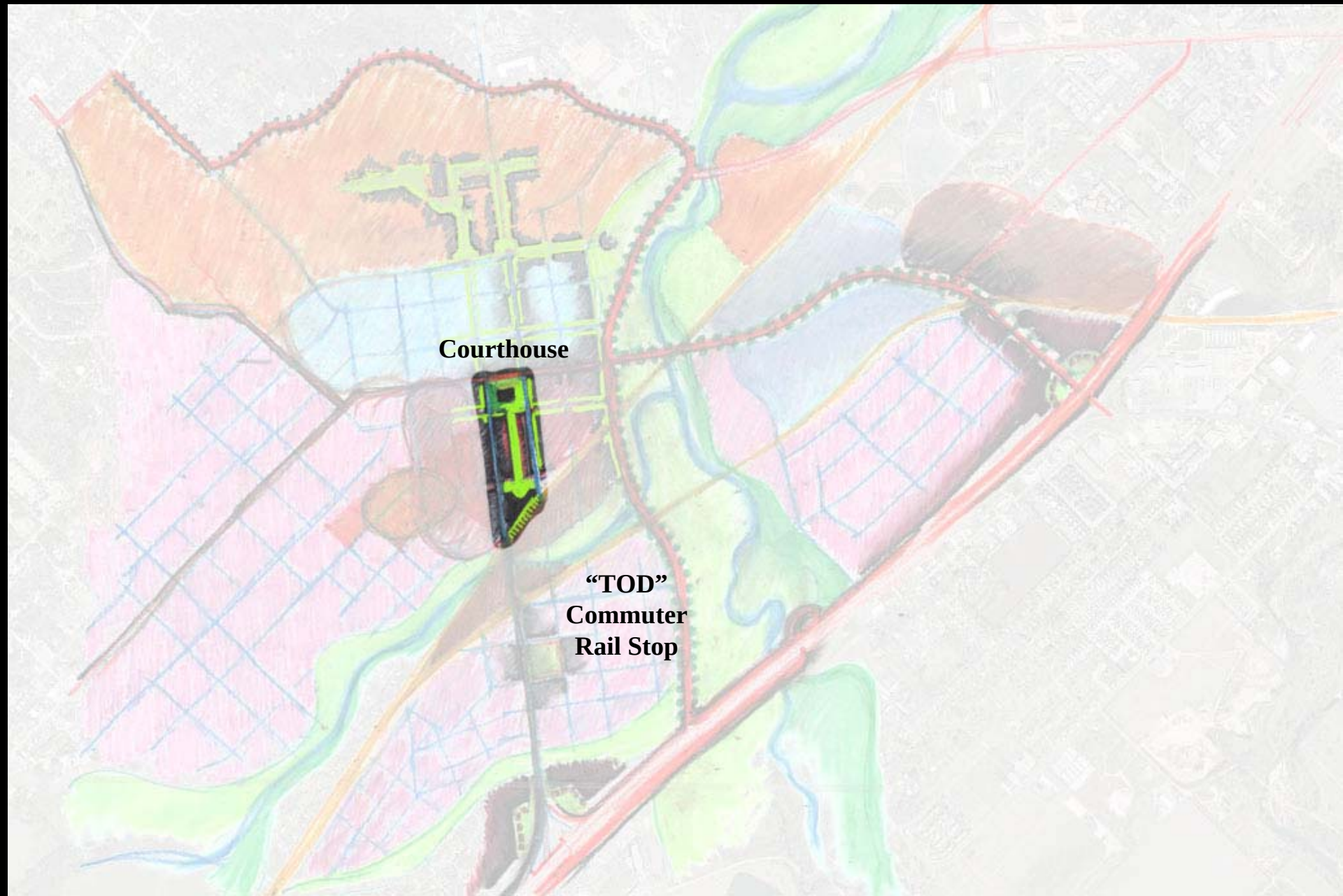
Commuter rail stop is outside restricted area

Re-calibrate existing restrictions to include incentives for transferring rights to another site

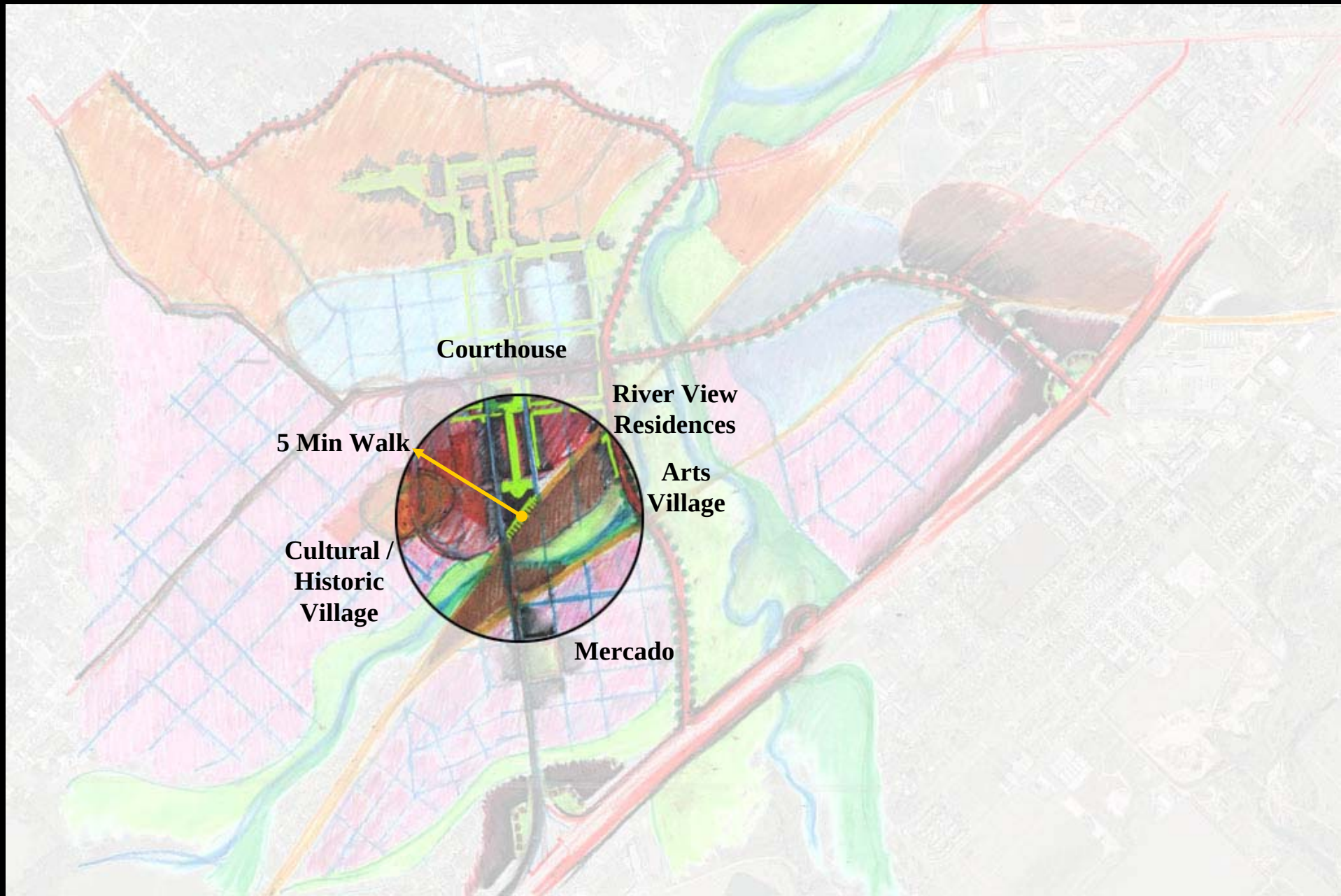
CM Allen “River View Residences”



Transit Oriented District – “TOD”



TOD - Within a 5 Minute Walk

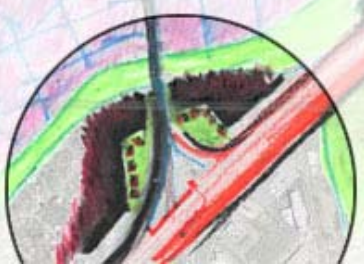


Re-thinking Alleyways

Rehobeth, Maryland

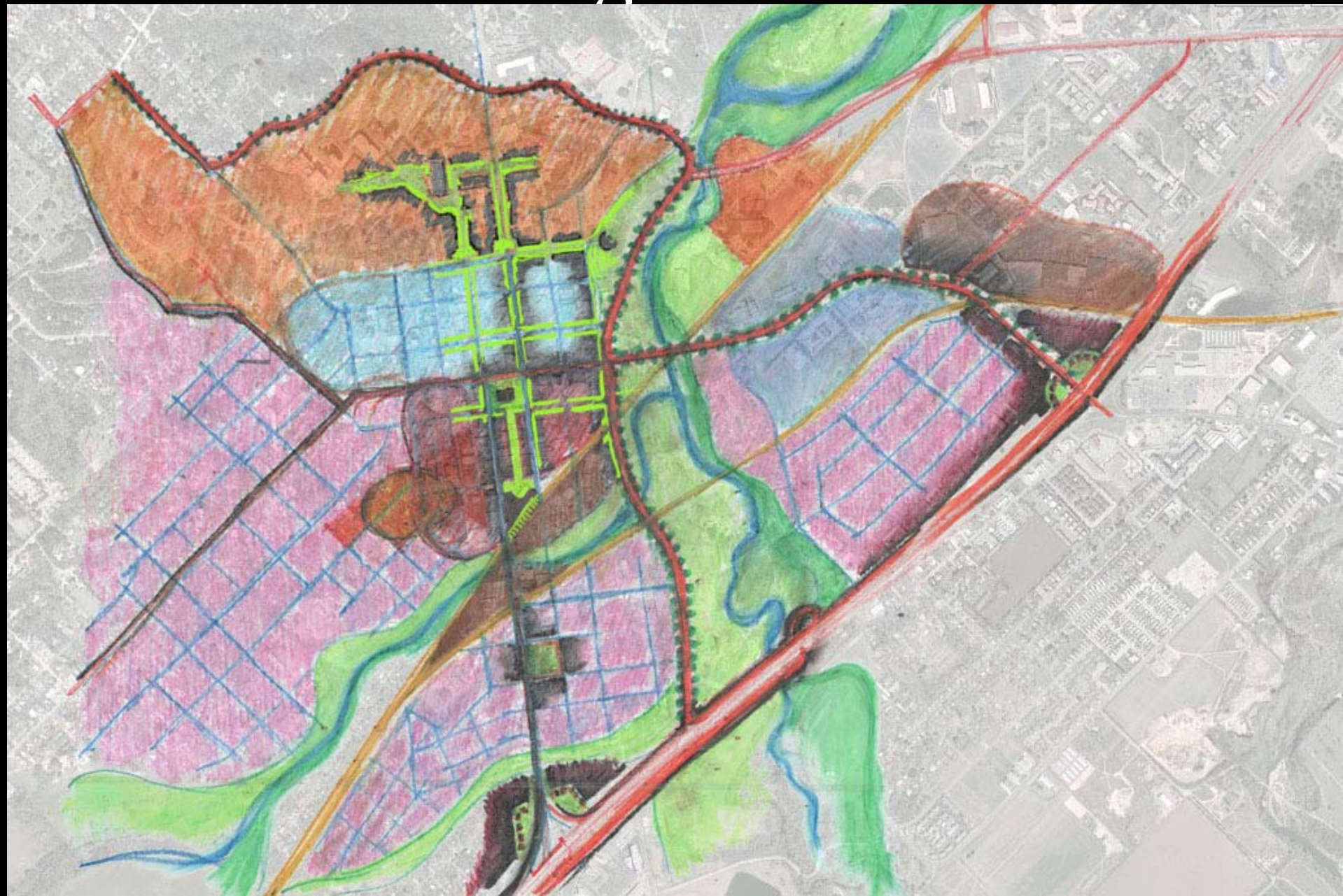
Vehicular Gateways

Civic Gateway

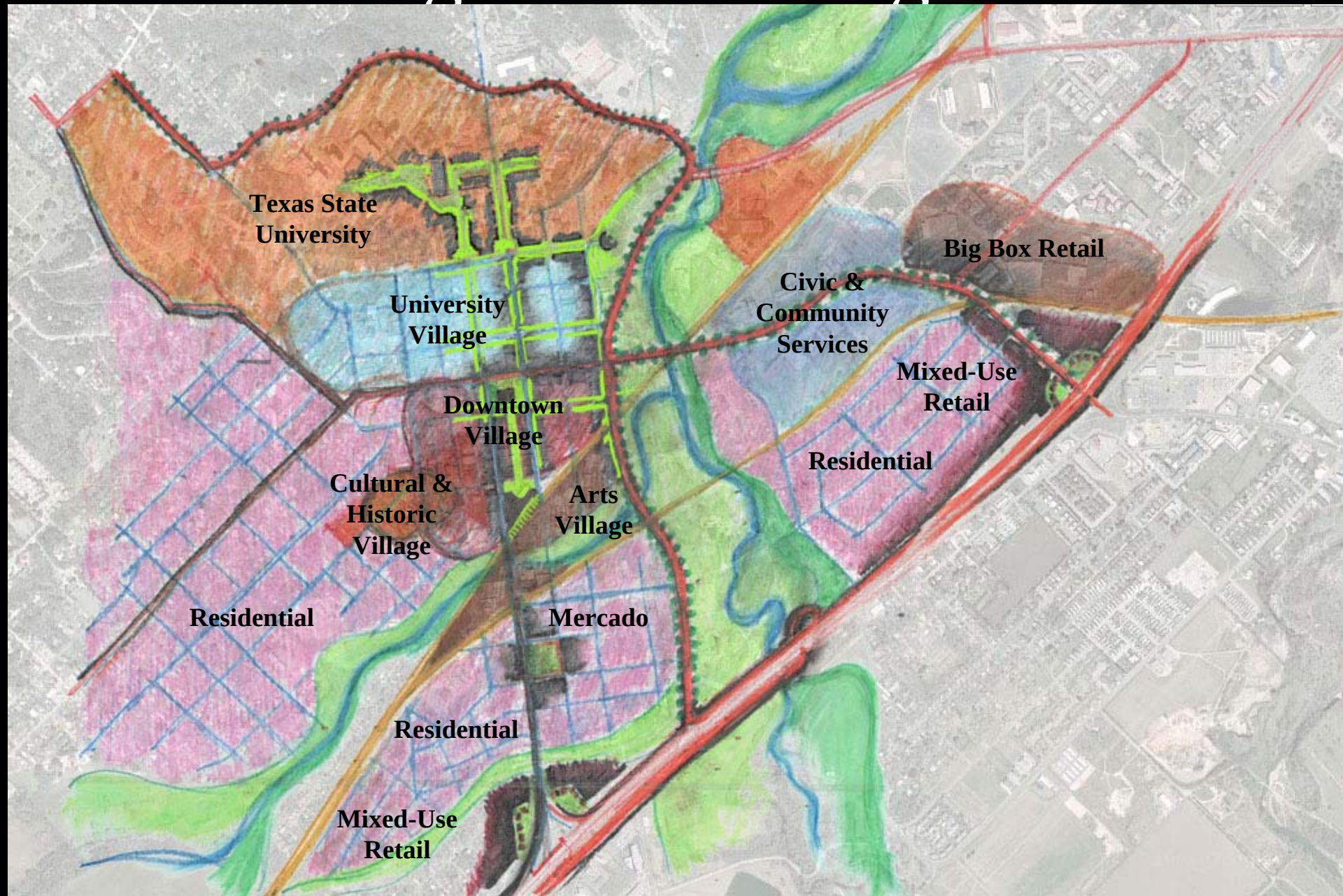


“Downtown Gateway”

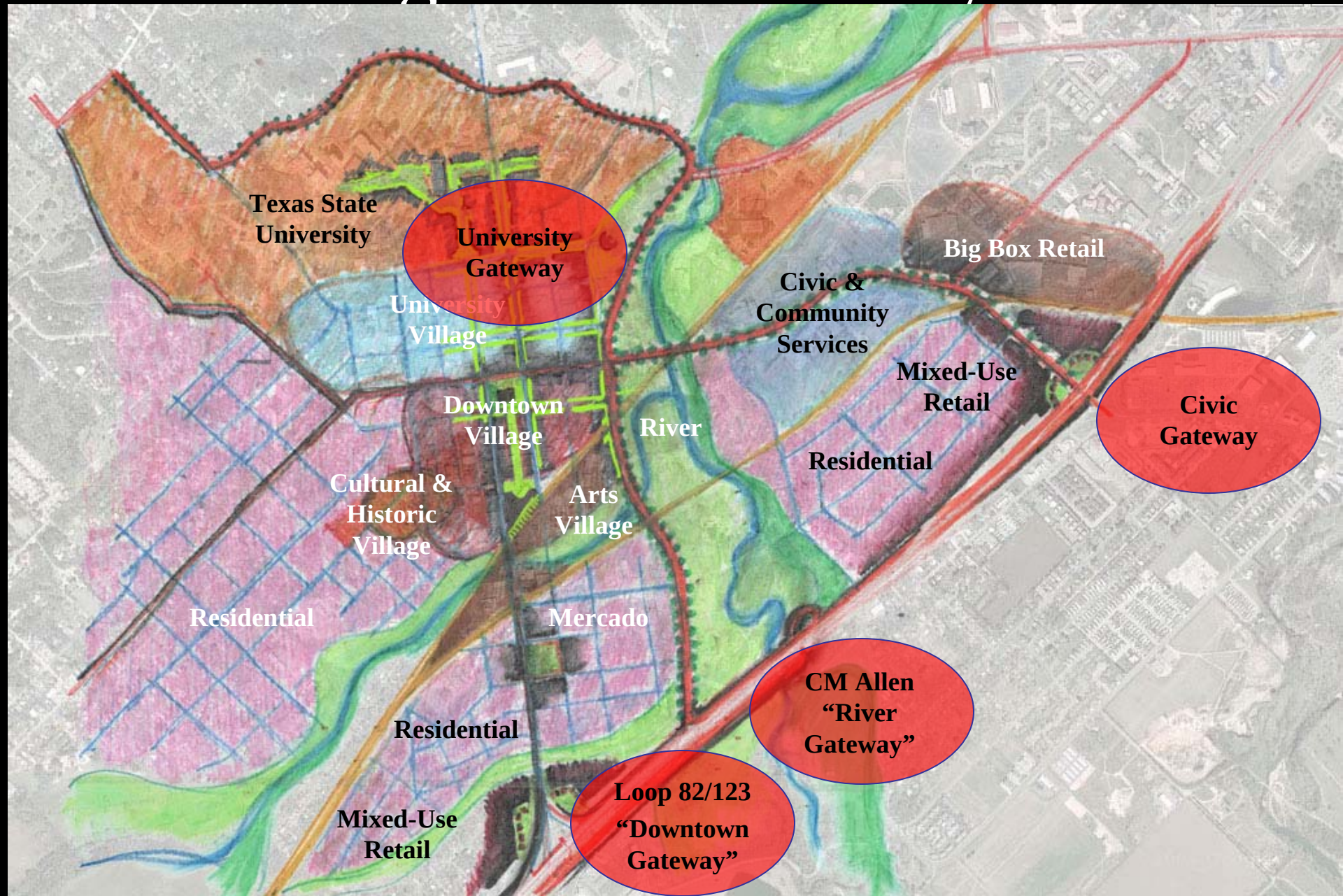
Big Ideas



Big Ideas - Villages



Big Ideas - Gateways



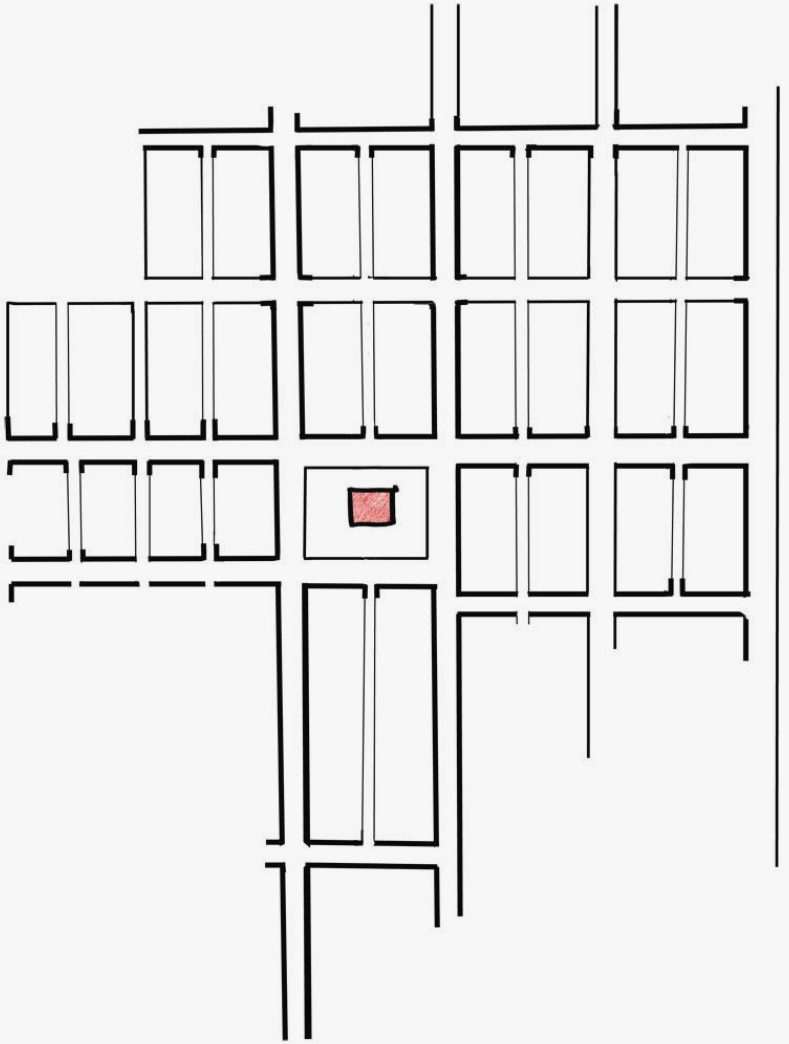
Creating Good Town Blocks

The Grid is fundamental to creating a good town block structure.

Allows for multiple vehicular access points to all areas of the town

Allows for various street types that serve multiple functions

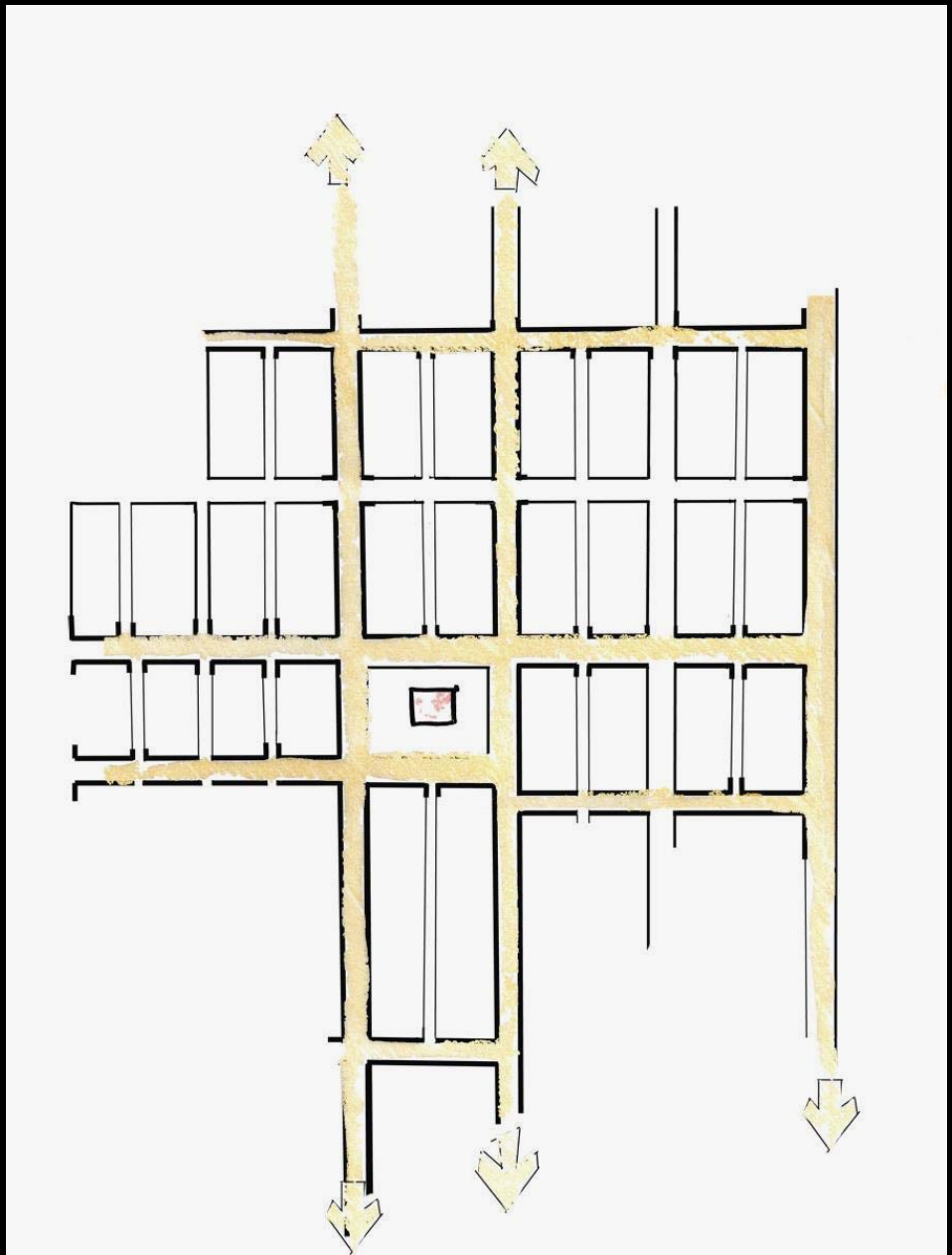
Clearly defines pedestrian pathways throughout the town.



Primary Streets

Primary are designed to carry larger numbers of cars.

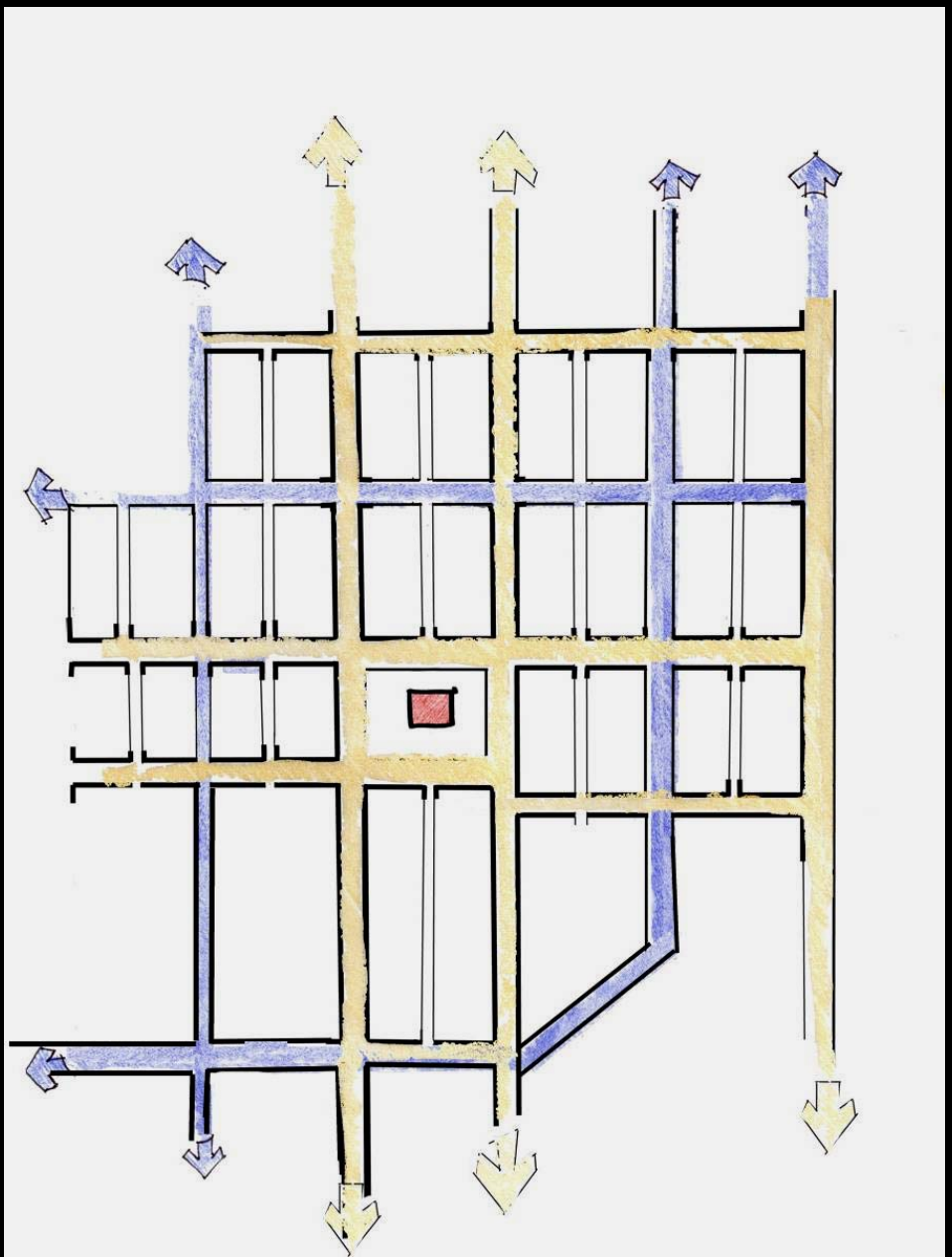
Should be the location for the primary retail, office and some residential spaces.



Secondary / Service Streets

Secondary Streets are designed to carry smaller numbers of cars and service access.

Allows for some retail and office space, but should be primarily residential.

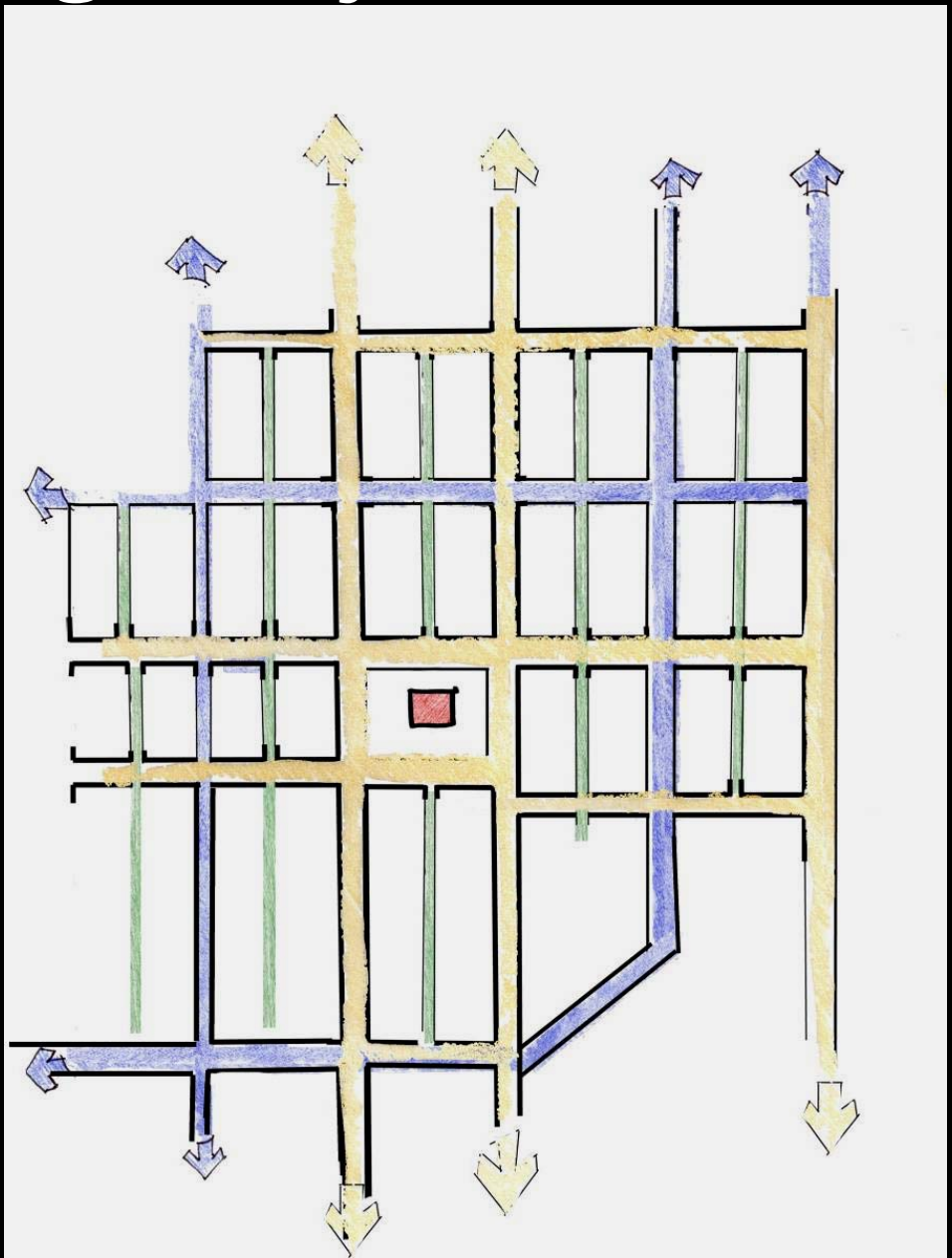


Connecting Alleys

Alleys are designed to carry service and emergency vehicles and should give direct access to the interior portions of the blocks.

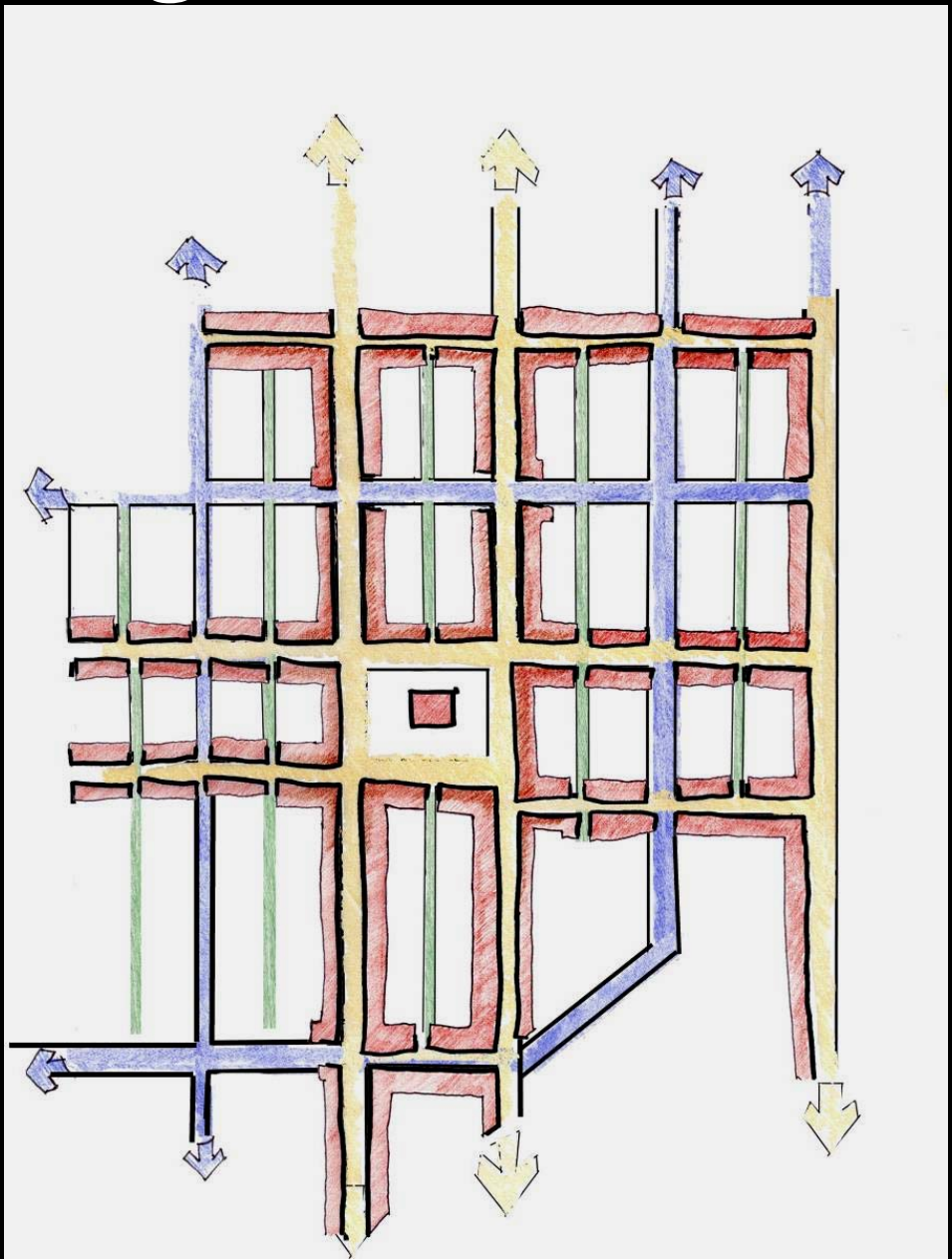
Allows access to surface parking and loading docks of retail and office spaces.

In some cases, alleys can be converted to intimate retail zones that connect one civic building to another.



Town Edges

All of these physical attributes combined allow for the retail, office and residential structures to be located along the edge of the grid in order to create a traditional town plan.



Hypothetical Town Block

Parts of which may or may not be from the City of San Marcos….

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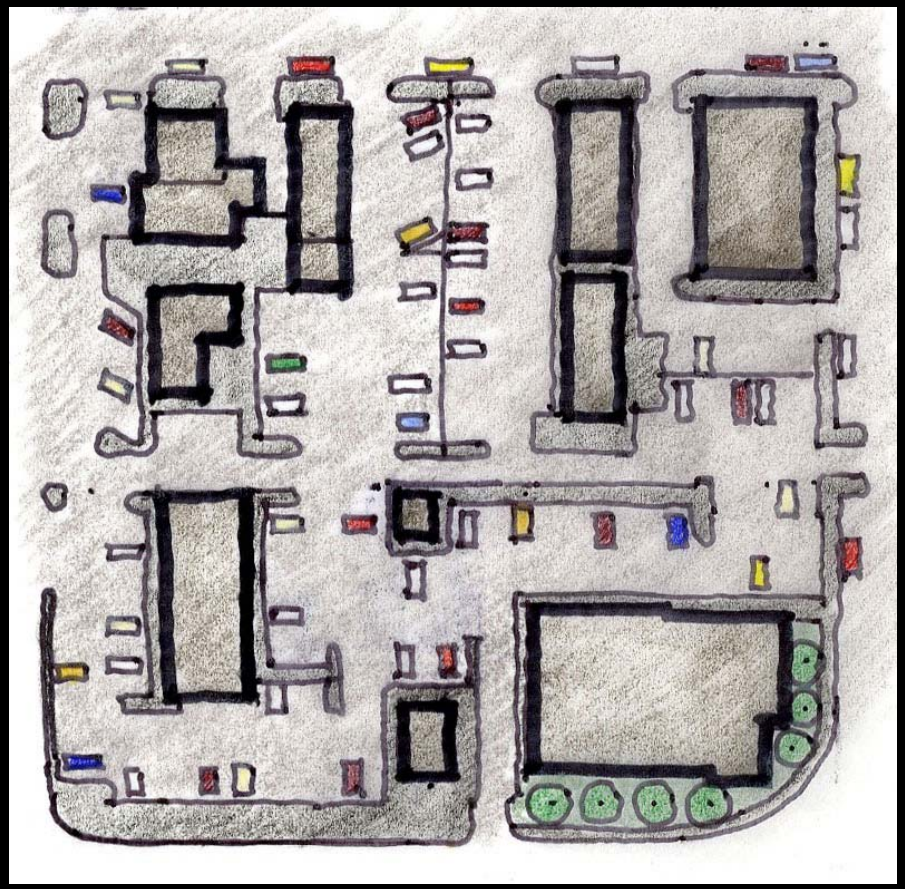


400 ft. X 400 ft.

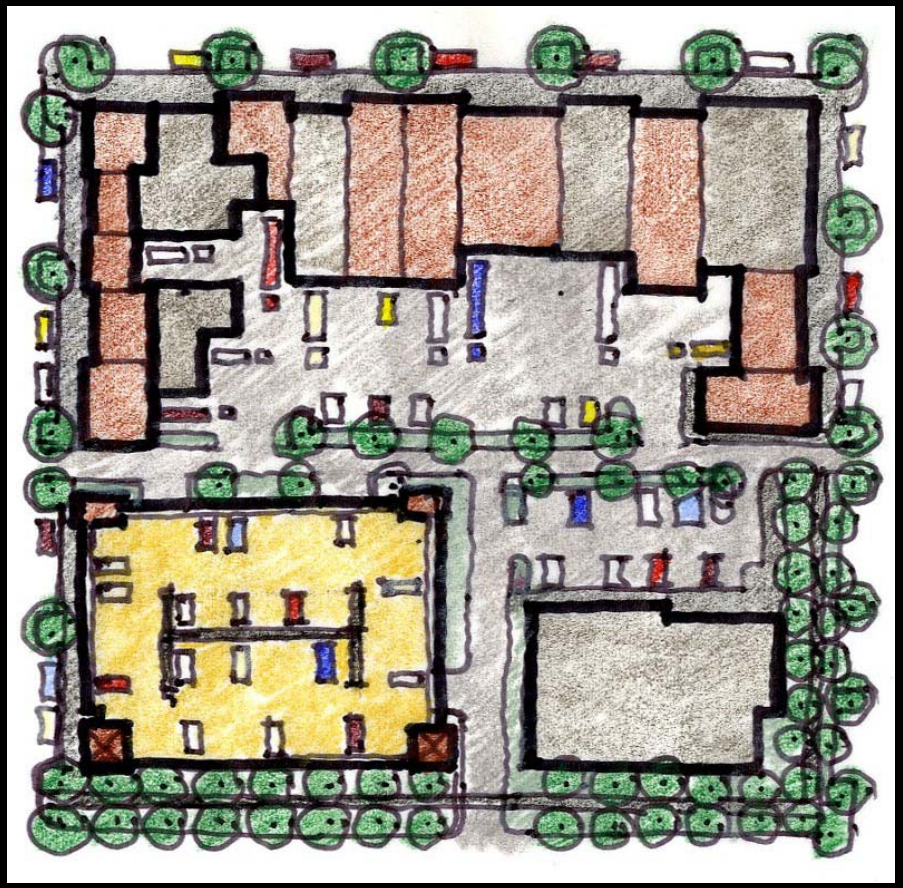
400 ft. X 400 ft. = 160,000 s.f.

Total of 81,500 s.f. (1.8 acres) of surface parking – 235 spaces = 50%

45,000 s.f. alley/access/setbacks = 30%

33,000 s.f. building footprint – 20%

Filling in the Missing Teeth



400 ft. X 400 ft.

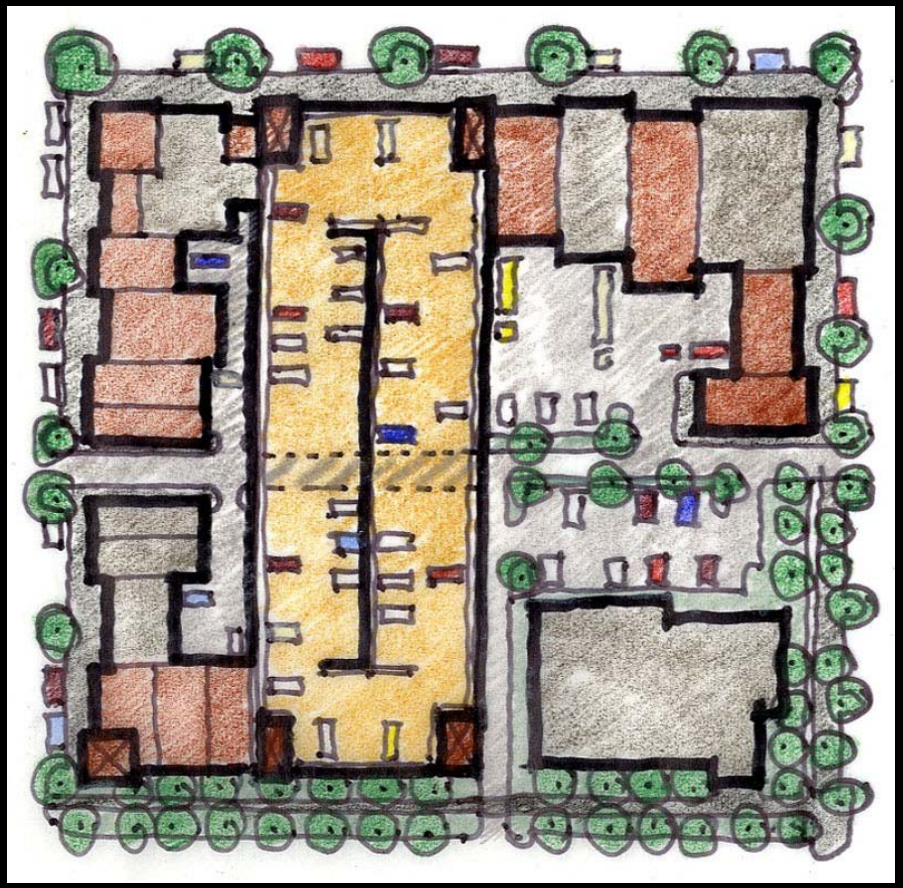
Establish a street edge with mixed use and residential or office space above.

Sidewalks allow for active street

Parking is moved to interior of block

Parking Garage could hold non-essential corner - capacity of 300

Efficient Town Planning



400 ft. X 400 ft.

40% (64,000 s.f.) available for building footprints.

31% of land appropriated for parking

19,000 s.f. Surface Parking – 60 cars
29,000 s.f. Garage Parking Foot Print with 5 levels – 600 cars

Parking Garage could have retail / lease space at ground level.

29% (46,000 s.f.) alleyway/access/setbacks etc.